

FIG.1

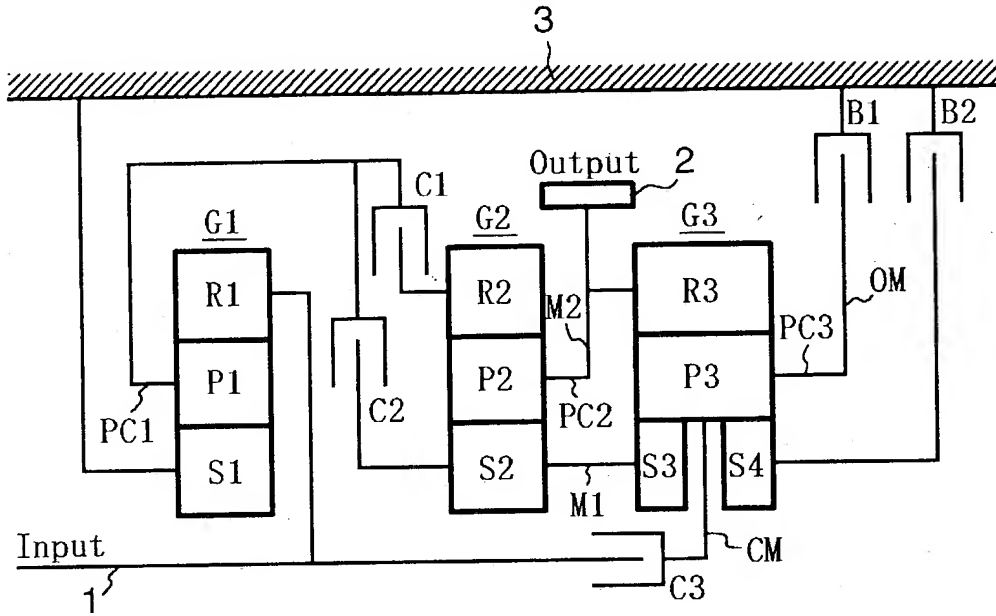


FIG.2

GEAR RATIO \ FRICTION ELEMENT		C1	C2	C3	B1	B2	5.5	6.0	6.5	7.0
FORWARD	1st	○			○		4.060	4.260	4.583	4.782
	2nd	○				○	2.192	2.360	2.500	2.773
	3rd	○	○				1.538	1.600	1.677	1.818
	4th	○		○			1.153	1.164	1.170	1.205
	5th		○	○			0.891	0.870	0.862	0.824
	6th			○		○	0.741	0.714	0.714	0.678
REVERSE			○		○		4.396	4.000	4.167	3.828
						α1	0.350	0.375	0.400	0.450
						α2	0.350	0.400	0.400	0.475
						α3	0.425	0.475	0.500	0.525

FIG.3

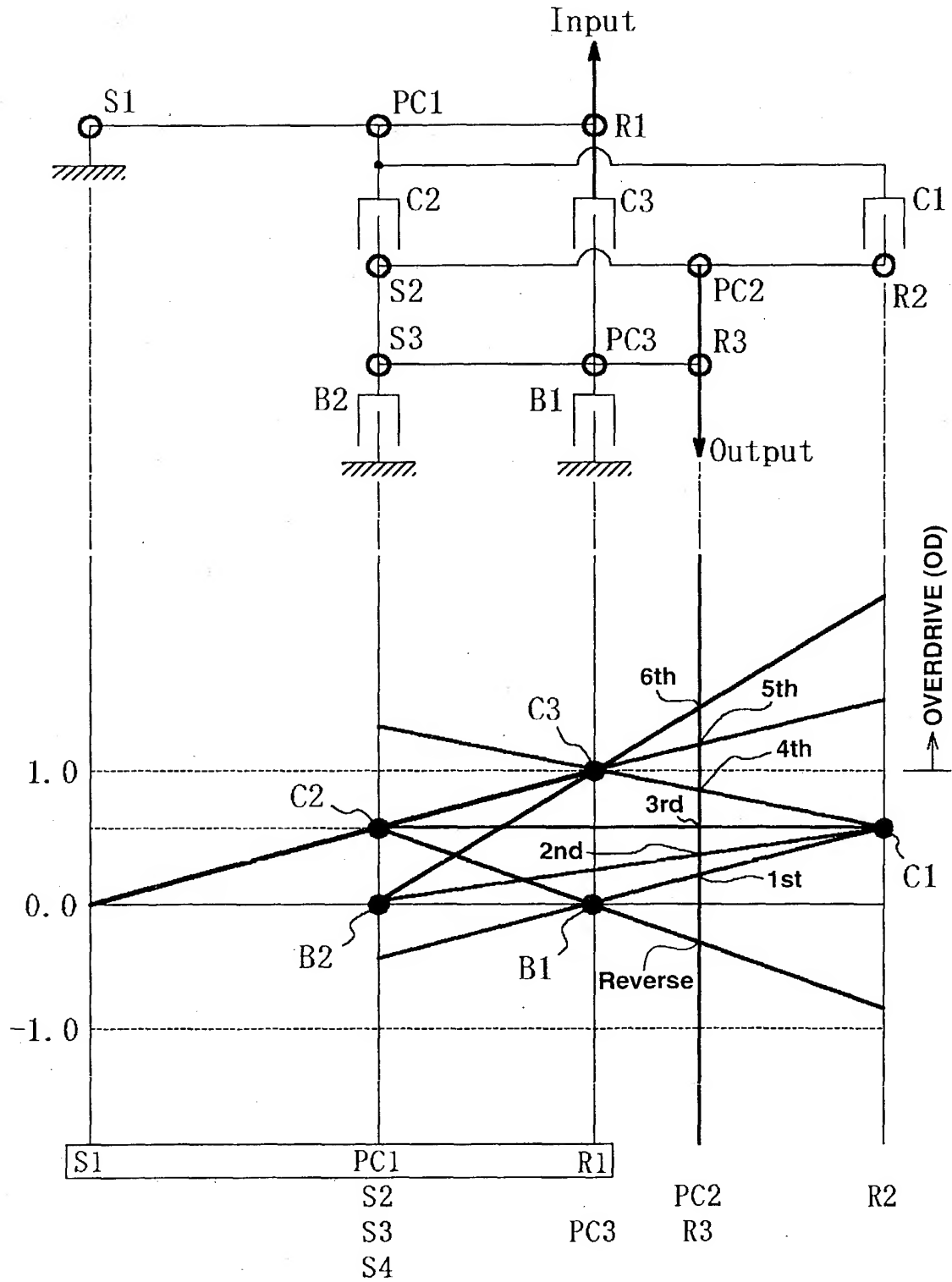




FIG.5A

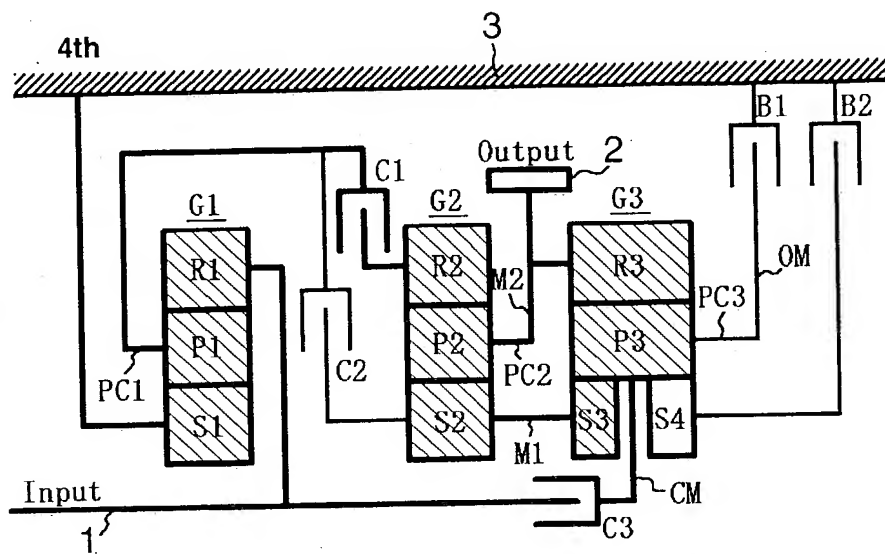


FIG.5B

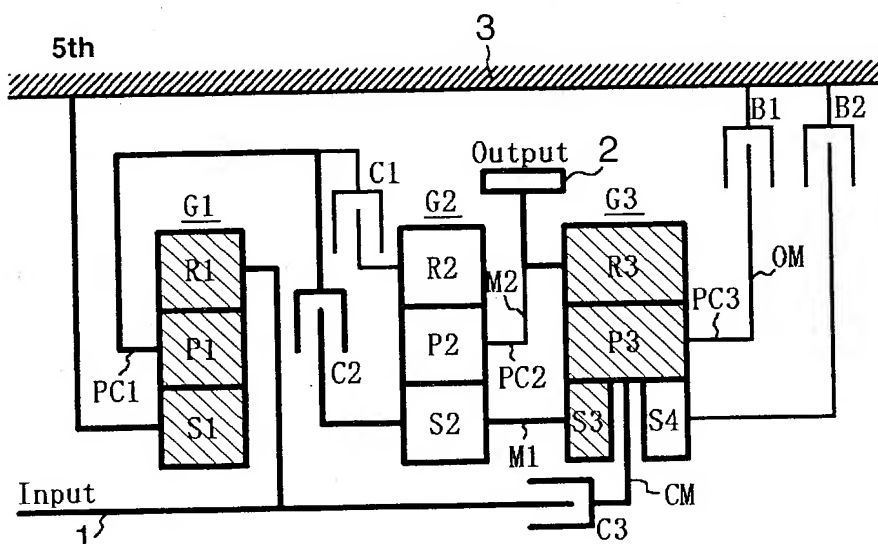


FIG.5C

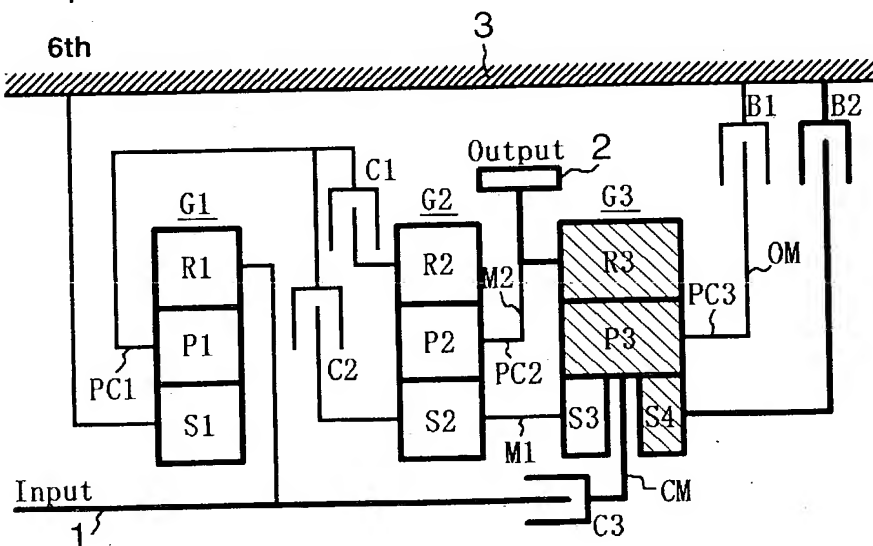


FIG.6

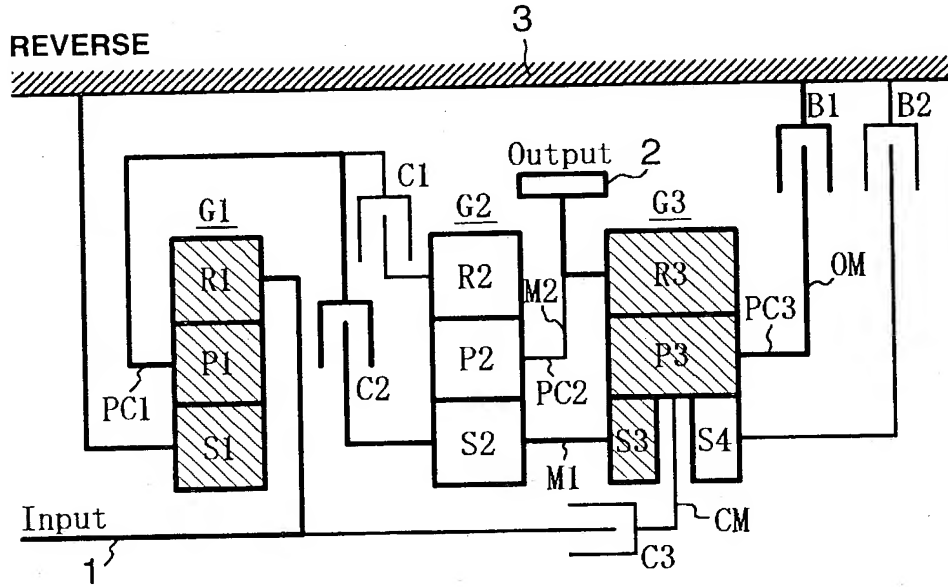


FIG.7

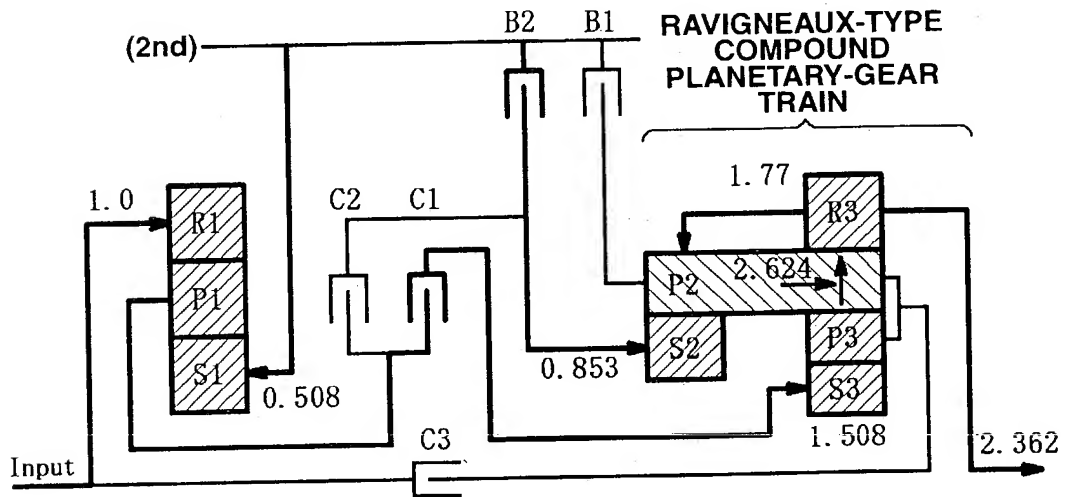


FIG.8A

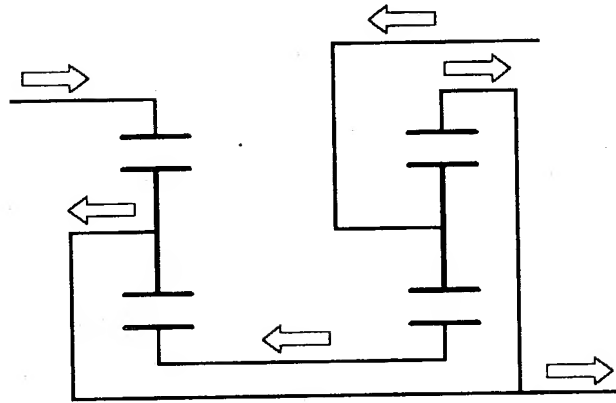


FIG.8B

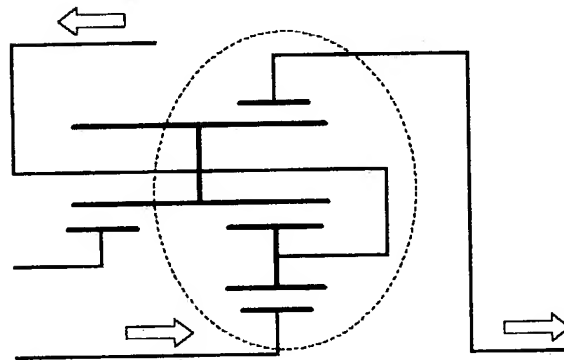


FIG.9

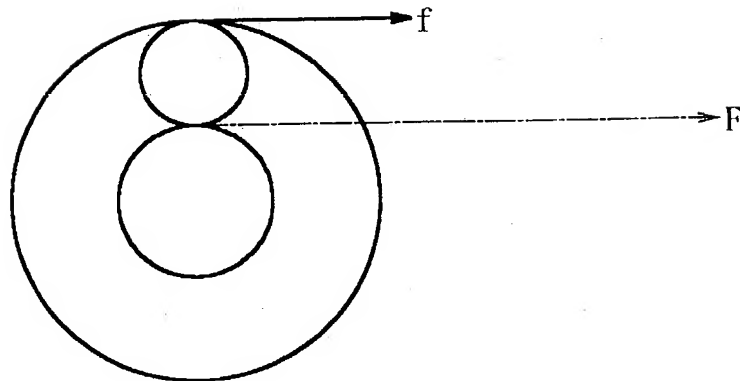


FIG.10A

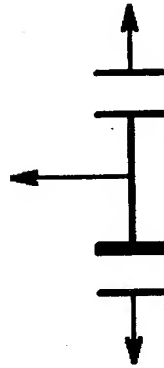


FIG.10B

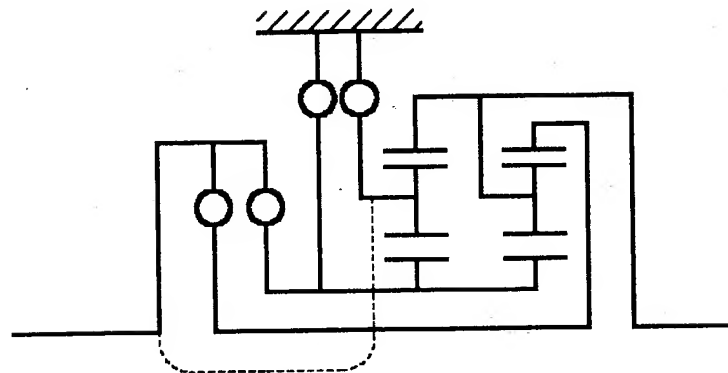


FIG.10C

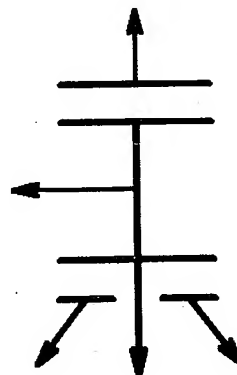


FIG.11

		6 SPEEDS					
		RATIO COVERAGE: 1			RATIO COVERAGE: 2		
		RAVIQNEAUX- TYPE	ISHIMARU-TYPE		RAVIQNEAUX- TYPE	ISHIMARU-TYPE	
			REDUCTION DOUBLE PINION	REDUCTION SINGLE PINION		REDUCTION DOUBLE PINION	REDUCTION SINGLE PINION
PLANETARY- GEAR RATIO	$\alpha 1$	0.575	0.350	0.550	0.650	0.425	0.625
	$\alpha 2$	0.375	0.350	0.500	0.475	0.350	0.550
	$\alpha 3$	0.350	0.500	0.375	0.350	0.500	0.350
SPEED RATIO	1st	4.500	4.505	4.392	4.714	5.093	5.072
	2nd	2.373	2.308	2.325	2.637	2.609	2.519
	3rd	1.575	1.538	1.550	1.650	1.739	1.625
	4th	1.146	1.136	1.148	1.160	1.170	1.141
	5th	0.880	0.891	0.883	0.842	0.872	0.881
	6th	0.727	0.741	0.727	0.678	0.741	0.741
	REVERSE	4.200	4.395	4.133	3.474	4.969	4.634
SPEED- TO-SPEED RATIO	1st/2nd	1.896	1.952	1.889	1.788	1.952	2.013
	2nd/3rd	1.507	1.501	1.500	1.598	1.500	1.550
	3rd/4th	1.374	1.354	1.356	1.422	1.488	1.424
	4th/5th	1.302	1.275	1.294	1.378	1.342	1.295
	5th/6th	1.210	1.202	1.215	1.242	1.177	1.189
FORWARD/ REVERSE RATIO	REVERSE /1st	0.933	0.976	0.941	0.737	0.976	0.914
TRANSFER EFFICIENCY	1st	0.968	0.969	0.974	0.968	0.989	0.974
	2nd	0.950	0.968	0.972	0.952	0.968	0.972
	3rd	0.993	0.988	0.993	0.993	0.988	0.993
	4th	0.982	0.987	0.989	0.983	0.988	0.989
	5th	0.989	0.988	0.989	0.989	0.989	0.990
	6th	0.993	0.993	0.993	0.993	0.993	0.993
	7th						
ENGAGEMENT- ELEMENT TORQUE SHARE	REVERSE	0.978	0.973	0.978	0.978	0.973	0.978
	C1	1.575	1.203	1.550	1.650	1.175	1.625
	C2	1.575	1.538	1.550	1.650	1.739	1.625
	C3	1.209	1.538	1.214	1.243	1.739	1.190
	B1	5.775	0.769	5.683	5.124	0.909	6.268
	B2	0.798	5.934	0.775	0.987	6.708	0.894
NUMBER OF INCREASED ENGAGEMENT ELEMENTS WHEN ADOPTING OWC	TOTAL	10.932	10.982	10.772	10.654	12.270	11.602
	OWC1	0	0	0	0	0	0
	OWC2	1	1	1	1	1	1
RATIO COVERAGE	OWC3	2	2	2	2	2	2
	MINIMUM	4.81	5.08	4.81	4.81	5.08	4.81
DIRECT COUPLING MODE	MAXIMUM	7.20	9.02	7.80	7.20	9.02	7.80
		UNAVAILABLE	UNAVAILABLE	UNAVAILABLE	UNAVAILABLE	UNAVAILABLE	UNAVAILABLE
7th GEAR RATIO		AVAILABLE	AVAILABLE	AVAILABLE	AVAILABLE	AVAILABLE	AVAILABLE

FIG.12

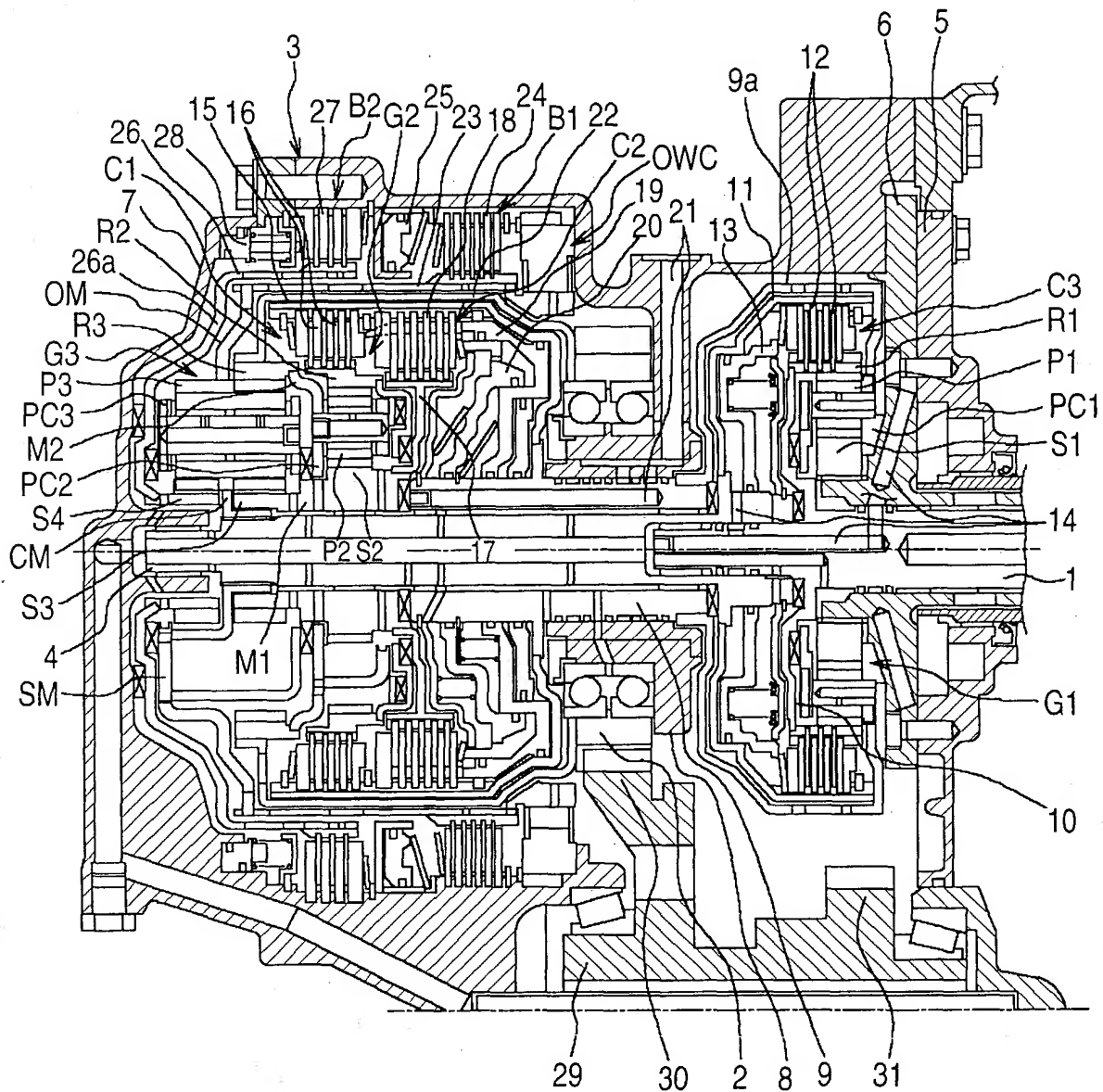


FIG.13

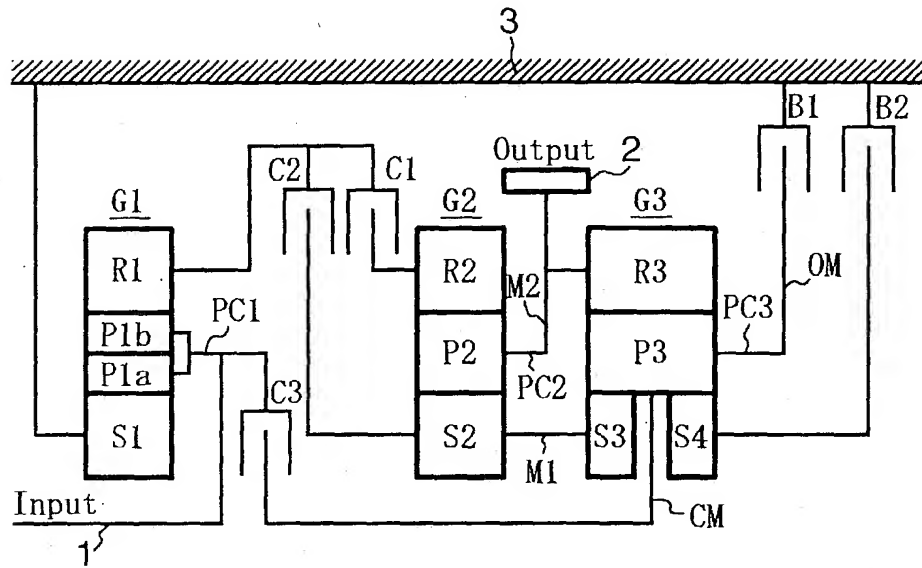


FIG.14

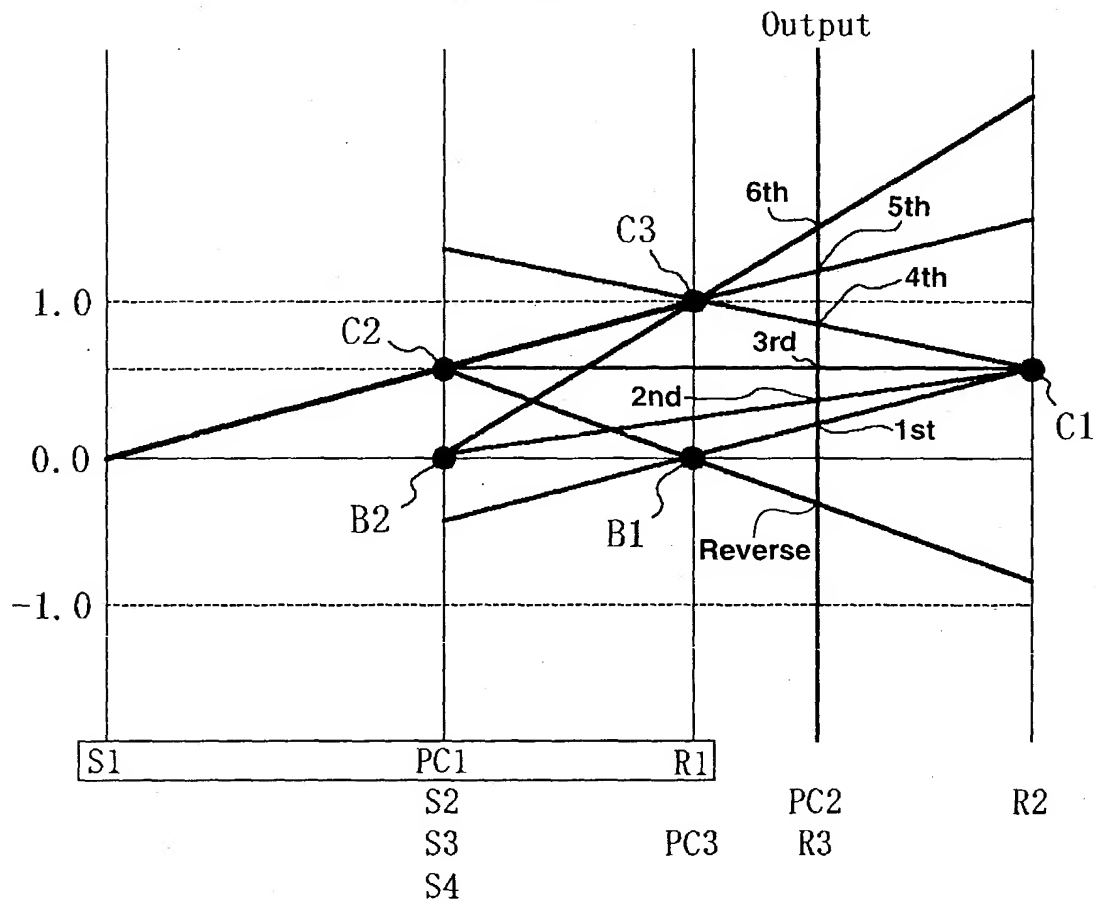




FIG.16A

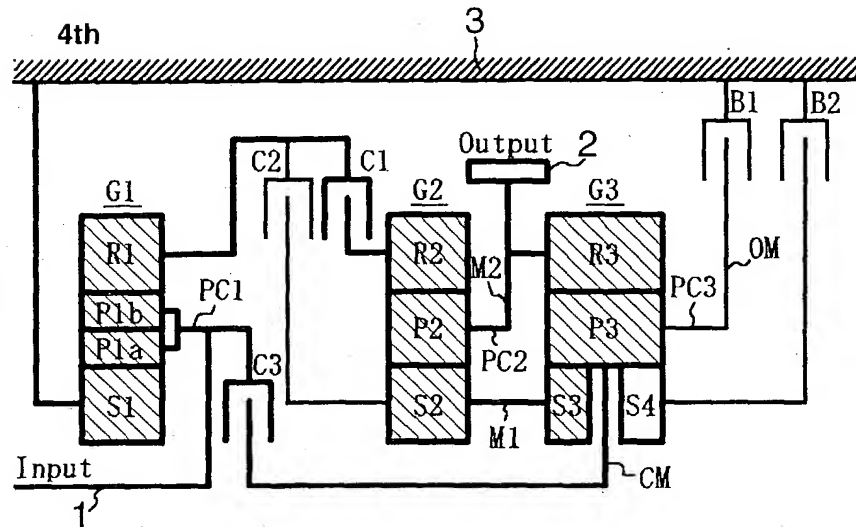


FIG.16B

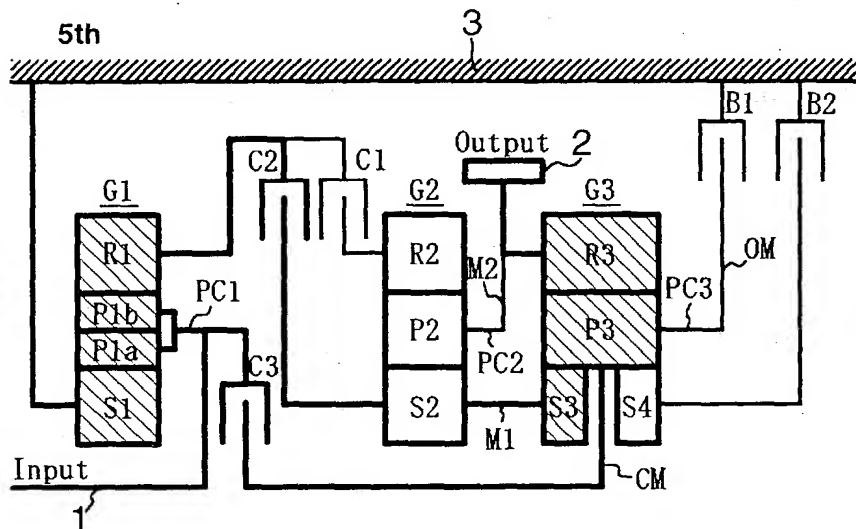


FIG.16C

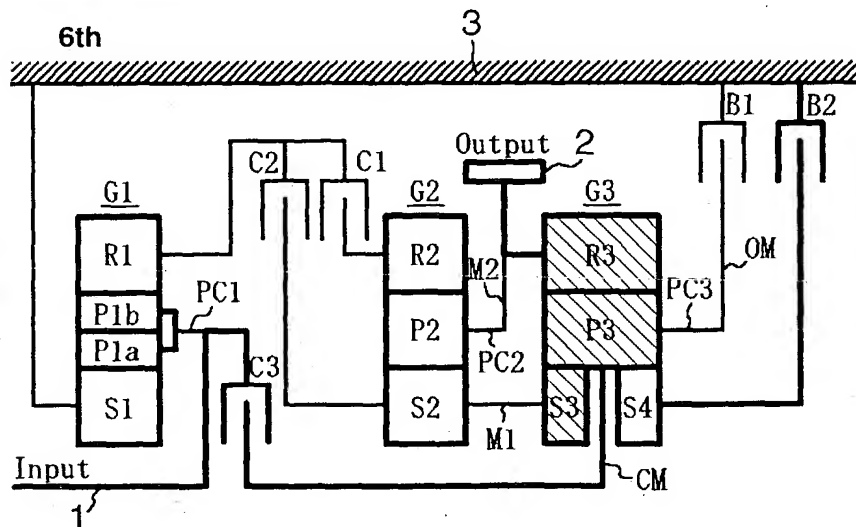


FIG.17

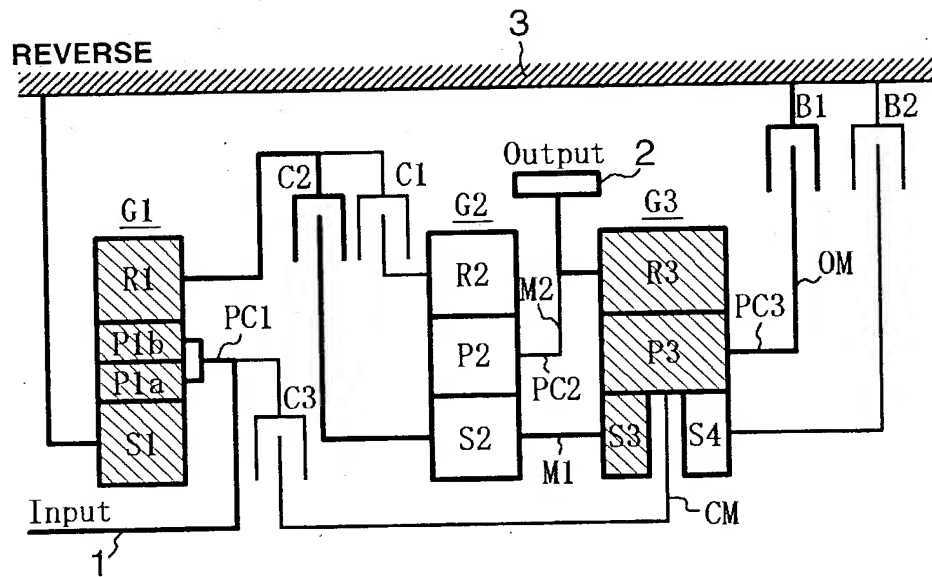


FIG.18

